

11 JUNE 2003

Maintenance

ADVERSE WEATHER PROCEDURES



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OPR: 305 RQS/MXM
(CMSgt Craig B. Bergman)
Supersedes 305 RQSI 21-105, 20 January 1999

Certified by: 305 RQS/MA
(Major Keith Belhumeur)
Pages: 4
Distribution: F

This instruction implements Air Force Policy Directive (AFPD) 21-1, *Managing Aerospace Equipment Maintenance*, and will be used in conjunction with Davis-Monthan Air Force Base Instruction (DMAFBI) 15-114, *Base Weather Support*, Air Force Occupational Safety and Health Standard (AFFOSH STD)91-66, *General Industrial Operations*, and Technical Order (T.O.) 1H-60(H)G-2-1, *Organizational Maintenance, Aircraft General Information Manual, USAF Series HH-60 Helicopter*, and T.O. 1-1-3, *Inspection and Repair of Aircraft Integral Tanks and Fuel Cells*. It establishes a plan for safeguarding aircraft and equipment during adverse weather conditions, to include all 305 RQS aircraft off-station. It establishes maintenance practices for the Fuel System Repair Shop (MXMCF) during approaching severe weather. All safety precautions and requirements will be strictly adhered to. It is the responsibility of all 305 Rescue Squadron (RQS) personnel to ensure compliance with this instruction.

SUMMARY OF REVISIONS

This revision updates offices of responsibilities and adds reference titles. A bar (|) indicates revision from the previous edition.

1. Notification. Notification of severe weather conditions and high wind advisories are received by the 305 RQS Maintenance Operations Center (MOC) or the Supervisor of Flying (SOF) from a base agency.

1.1. If the 305 RQS SOF receives notification, the SOF will notify the Squadron Commander (CC), Deputy Commander for Operations (DO), and MOC. The MOC will immediately notify the Deputy Commander for Maintenance (MX), Maintenance Superintendent or available senior maintenance technician, flight line supervisor, flight line expediter, fuel cell supervisor, and all other branch chiefs and work centers via non-tactical radio and public address system.

1.1.1. If the MOC receives notification via secondary crash net, the MOC will notify the SOF, who will in turn notify the CC and DO.

1.1.2. In the event the MOC is closed, the SOF will notify the flight line expediter via non-tactical radio or telephone (ext. 8-2235).

2. Responsibilities:

2.1. At the close of each duty day, the flight line supervisor, expediter, or designated representative will ensure the following is accomplished:

2.1.1. All aircraft are properly parked and all windows, panels, and doors are closed.

2.1.2. Ground wires, all intake plugs, auxiliary power unit plugs, chocks, and protective covers are installed.

2.1.3. Through coordination with the MOC, all aerospace ground equipment (AGE), except power carts, will be removed from the vicinity of the aircraft.

2.2. The MOC will contact Base Weather daily to obtain the weather forecast to cover the next duty day.

3. Procedures:

3.1. If winds are forecasted to be 30 knots or above, helicopter blades will be tied down in accordance with T.O. 1H-60(H)G-2-1. Fuel operations will be suspended; access panels, filler caps and other openings removed for maintenance should be temporarily closed. If temporary panels are used, they will be manufactured from non-conductive materials.

3.2. If winds are forecasted to be 45 knots or above, the following actions will be taken in accordance with T.O. 1H-60(H)G-2-1:

3.2.1. Cowling, inspection panels, aircraft parts waiting installation, and powered and non-powered AGE will be removed from the flight line.

3.2.2. Check aircraft doors for security. Ensure chocks are properly installed.

3.2.3. Check flight line area for potential flying debris and foreign objects.

3.3. If winds are forecasted to be 60 knots or above and the aircraft will be exposed directly to the weather, ensure rotor blades are removed from all aircraft.

3.4. If winds are forecasted to be above 75 knots or tornados are forecasted, flyable aircraft will be flown to a safe weather area. All other aircraft will be hangared.

3.5. For flights landing after normal duty hours, the flight crew will ensure compliance with this instruction.

4. Fuel System Maintenance Procedures:

4.1. Ensure unit area and equipment are properly secured and protected.

4.1.1. Prepare to evacuate aircraft if required.

4.1.2. Secure aircraft in accordance with T.O. 1H-60(H)G-2-1.

4.2. Direct personnel to shelter if instructed to do so.

- 4.3. All work will be stopped and personnel will exit the affected tank. All lights, tools, ducts, and air hoses will be removed.
- 4.4. Access doors will be installed temporarily with a minimum of two bolts. On main tanks, component plate assembly, a minimum of four bolts will be used, one in each corner and one in the middle of each side.
- 4.5. Close all tank filler openings by re-installing the filler caps.
- 4.6. Depart the cabin area and turn off all air handler and blower fan units.
- 4.7. Close any open hangar doors immediately to prevent wind damage.
- 4.8. Unplug all explosion proof extension lights.
- 4.9. Shut off all equipment.
- 4.10. All personnel will depart the dock area and proceed to the office area. If outside, all personnel will at least seek shelter in a vehicle or proceed to the nearest safe building or shelter.
- 4.11. When the all clear is given from the flight line expediter, re-entry procedures may be started.
- 4.12. Re-entry will require re-purging the affected tank with the air purge air handler system and blower fans.
- 4.13. Thunderstorm/Lightning Warning Conditions:
 - 4.13.1. Thunderstorms/Lightning within 5 or 10 miles are announced over the radio or telephone.
 - 4.13.2. When thunderstorms within 5 nautical miles are announced, cease all fuel system maintenance operations. Access panels, filler caps, and other openings removed for maintenance should be temporarily closed. If temporary panels are used, they will be manufactured from non-conductive materials.

MICHAEL G. SHOOK, Colonel, USAFR
Commander

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 21-1, *Managing Aerospace Equipment Maintenance*

DMAFBI 15-114, *Base Weather Support*

AFOSHSTD 91-66, *General Industrial Operations*

T.O. 1H-60(H)G-2-1, *Organizational Maintenance, Aircraft General Information Manual, USAF Series HH-60 Helicopter*

T.O. 1-1-3, *Inspection and Repair of Aircraft Integral Tanks and Fuel Cells*

Abbreviations and Acronyms

AFOSHSTD—Air Force Occupational Safety and Health Standard

AFPD—Air Force Policy Directive

AGE—Aerospace Ground Equipment

CC—Squadron Commander

DMAFBI—Davis-Monthan Air Force Base Instruction

DO—Deputy Commander for Operations

MOC—Maintenance Operations Center

MX—Deputy Commander for Maintenance

MXMCF—Fuel System Repair Shop

SOF—Supervisor of Flying

T.O.—Technical Order